

## AMENDMENTS TO THE CLAIMS:

The listing of claims will replace all prior versions, and listings, of claims in the application:

## LISTING OF CLAIMS:

1. (Canceled)
2. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein the control means enables the driver to select or control the following individual parameters;  
starting and stopping of the prime mover;  
marine or land mode;  
steering of the vehicle; and  
speed of the vehicle.
3. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein the speed of the vehicle both in marine and land modes is controlled by the driver using a single speed controller.
4. (Currently Amended) A propulsion system as claimed claim [10] 21 wherein the direction of the vehicle both in marine and land modes is controlled by the driver using a single steering controller.
5. (Original) A propulsion system as claimed in claim 4 wherein the single steering controller has a range of travel and the range of travel is the same both in marine and land modes.
6. (Original) A propulsion system as claimed in claim 5 wherein the range of travel of the single steering controller gives the driver access to the full range of vehicle steering available in marine and land modes.

7. (Original) A propulsion system as claimed in claim 6 wherein the ratio of the range of travel of the single steering controller to the range of vehicle steering available in marine and/or land modes is 1:1.

8. (Original) A propulsion system as claimed in claim 6 wherein the ratio of the range of travel of the single steering controller to the range of vehicle steering available in marine and/or land modes is other than 1:1.

9. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein the power transmission means comprises a gearbox and the gearbox both in marine and land modes is controlled by the driver using a single gearchange controller.

10. (Canceled)

11. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein when the vehicle is operated in the marine mode the marine propulsion means can power the vehicle to a speed where sufficient hydrodynamic lift is achieved for the vehicle to plane.

12. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein the land mode includes entry of the vehicle into the water and egress of the vehicle from the water.

13. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein when the amphibious vehicle is operated in the land mode the power transmission means can simultaneously deliver power from the prime mover to both the marine propulsion means and the land propulsion means in equal or selectively variable proportions.

14. (Currently Amended) A propulsion system as claimed in claim [10] 21 further comprising decoupling means for selectively decoupling and/or controlling the delivery of power from the prime mover to the land propulsion means.

15. (Canceled)

16. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein the marine propulsion means comprises one or more jet drives.

17. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein the land propulsion means comprises one or more driveable wheels.

18. (Canceled)

19. (Canceled)

20. (Canceled)

21. (Currently Amended) A propulsion system for an amphibious vehicle comprising:

a prime mover;

marine propulsion means;

land propulsion means;

power transmission means, further comprising a marine power transmitting means for transmitting power from the prime mover to the marine propulsion means and a land power transmitting means for transmitting power from the prime mover to the land propulsion means, wherein the marine power transmitting means and land power [transmission] transmitting means are of different types; and

control means for controlling adjustable parameters of each of the prime mover, marine propulsion means, land propulsion means, and power transmission means and amphibious vehicle, wherein the amphibious vehicle is operable either in a marine mode

or in a land mode [and when the power transmission means transmits power from the prime mover then the transmitted power is transmitted always to the marine propulsion means whether the vehicle is operated in the marine or land mode], wherein the power transmission means [can] deliver power from the prime mover only to the marine propulsion means when the vehicle is operated in the marine mode, wherein the power transmission means [can] deliver power from the prime mover to both the marine propulsion means and the land propulsion means when the vehicle is operated in the land mode, and wherein the control means [may include] includes electronic processing means, electrical, mechanical, hydraulic or electromechanical actuation devices and is at least in part made available to a driver of the vehicle to enable the driver to select or control the individual parameters both in marine and land modes using a single actuation device for each parameter or each set of parameters.

22. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein [the] one of said power [transmission] transmitting means is mechanical.

23. (Canceled)

24. (Canceled)

25. (Canceled)

26. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein [the] one of said power [transmission] transmitting means is hydraulic.

27. (Canceled)

28. (Original) A propulsion system as claimed in claim 26 wherein the hydraulic power [transmission] transmitting means includes one or more hydraulic pumps for generating hydraulic power.

29. (Canceled)

30. (Canceled)

31. (Canceled)

32. (Currently Amended) A propulsion system as claimed in claim [10] 21 wherein [the] one of said power [transmission] transmitting means is electric.

33. (Canceled)

34. (Canceled)

35. (Canceled)

36. (Canceled)

37. (Canceled)

38. (Canceled)

39. (Canceled)

40. (Canceled)

41. (Canceled)

42. (Canceled)

43. (Previously Amended) A propulsion system for an amphibious vehicle comprising:

a prime mover;

marine propulsion means[, wherein the prime mover has an integral power take-off shaft which is used to provide power directly to the marine propulsion means];

land propulsion means;

power transmission means, wherein the prime mover has an integral power take-off shaft which is used to provide power directly to the marine propulsion means; and

control means for controlling adjustable parameters of each of the prime mover, marine propulsion means, land propulsion means, and power transmission means and amphibious vehicle, wherein the amphibious vehicle is operable either in a marine mode or in a land mode [and when the power transmission means transmits power from the prime mover then the transmitted power is transmitted always to the marine propulsion means whether the vehicle is operated in the marine or land mode], wherein the power transmission means [can] deliver power from the prime mover only to the marine propulsion means when the vehicle is operated in the marine mode, wherein the power transmission means [can] deliver power from the prime mover to both the marine propulsion means and the land propulsion means when the vehicle is operated in the land mode, and wherein the control means [may include] includes electronic processing means, electrical, mechanical, hydraulic or electromechanical actuation devices and is at least in part made available to a driver of the vehicle to enable the driver to select or control the individual parameters both in marine and land modes using a single actuation device for each parameter or each set of parameters.

44. (Canceled)

45. (Canceled)

46. (Canceled)

47. (Currently Amended) An amphibious vehicle incorporating a propulsion system, comprising:

a prime mover;

marine propulsion means;

land propulsion means;

power transmission means; and

control means for controlling adjustable parameters of each of the prime mover, marine propulsion means, land propulsion means, and power transmission means and

amphibious vehicle, wherein the amphibious vehicle is operable either in a marine mode or in a land mode [and when the power transmission means transmits power from the prime mover then the transmitted power is transmitted always to the marine propulsion means whether the vehicle is operated in the marine or land mode], wherein the power transmission means [can] deliver power from the prime mover only to the marine propulsion means when the vehicle is operated in the marine mode, wherein the power transmission means [can] deliver power from the prime mover to both the marine propulsion means and the land propulsion means when the vehicle is operated in the land mode, and wherein the control means [may include] includes electronic processing means, electrical, mechanical, hydraulic or electromechanical actuation devices and is at least in part made available to a driver of the vehicle to enable the driver to select or control the individual parameters both in marine and land modes using a single actuation device for each parameter or each set of parameters; and

one or more wheels which may be retracted above the water line for use on water, and protracted below the water line for use on land.

48. (Original) An amphibious vehicle as claimed in claim 47 wherein at least one of the one or more wheels is retracted by a fluid suspension arrangement.

49. (Previously Amended) An amphibious vehicle as claimed in claim 48 wherein the axis of at least one of the one or more wheels is retracted by at least 45 degrees.

50. (Previously Amended) An amphibious vehicle as claimed in claim 48 wherein the fluid suspension arrangement is hydraulic.

51. (Previously Amended) An amphibious vehicle as claimed in claim 48 wherein the fluid suspension arrangement is gaseous.

52. (Previously Amended) An amphibious vehicle as claimed claim 48 wherein the suspension arrangement includes at least one strut.

53. (Previously Amended) An amphibious vehicle as claimed in claim 52 wherein the at least one strut is also used for suspension in land mode.

54. (Canceled)

55. (Canceled)

56. (Canceled)

57. (Canceled)

58. (Canceled)

59. (Canceled)

60. (Canceled)

61. (New) A propulsion system as claimed in claim 43 wherein the control means enables the driver to select or control the following individual parameters;  
starting and stopping of the prime mover;  
marine or land mode;  
steering of the vehicle; and  
speed of the vehicle.

62. (New) A propulsion system as claimed in claim 43 wherein the speed of the vehicle both in marine and land modes is controlled by the driver using a single speed controller.



63. (New) A propulsion system as claimed claim 43 wherein the direction of the vehicle both in marine and land modes is controlled by the driver using a single steering controller.

64. (New) A propulsion system as claimed in claim 63 wherein the single steering controller has a range of travel and the range of travel is the same both in marine and land modes.

65. (New) A propulsion system as claimed in claim 64 wherein the range of travel of the single steering controller gives the driver access to the full range of vehicle steering available in marine and land modes.

66. (New) A propulsion system as claimed in claim 65 wherein the ratio of the range of travel of the single steering controller to the range of vehicle steering available in marine and/or land modes is 1:1.

67. (New) A propulsion system as claimed in claim 65 wherein the ratio of the range of travel of the single steering controller to the range of vehicle steering available in marine and/or land modes is other than 1:1.

68. (New) A propulsion system as claimed in claim 43 wherein the power transmission means further comprises a gearbox and the gearbox both in marine and land modes is controlled by the driver using a single gearchange controller.

69. (New) A propulsion system as claimed in claim 43 wherein when the vehicle is operated in the marine mode the marine propulsion means can power the vehicle to a speed where sufficient hydrodynamic lift is achieved for the vehicle to plane.

70. (New) A propulsion system as claimed in claim 43 wherein the land mode includes entry of the vehicle into the water and egress of the vehicle from the water.

71. (New) A propulsion system as claimed in claim 43 wherein when the amphibious vehicle is operated in the land mode the power transmission means can simultaneously deliver power from the prime mover to both the marine propulsion means and the land propulsion means in equal or selectively variable proportions.

72. (New) A propulsion system as claimed in claim 43 further comprising decoupling means for selectively decoupling and/or controlling the delivery of power from the prime mover to the land propulsion means.

73. (New) A propulsion system as claimed in claim 43 wherein the marine propulsion means comprises one or more jet drives.

74. (New) A propulsion system as claimed in claim 43 wherein the land propulsion means comprises one or more driveable wheels.

75. (New) A propulsion system as claimed in claim 43 wherein the power transmission means comprises a marine power transmitting means for transmitting power from the prime mover to the marine propulsion means and a land power transmitting means for transmitting power from the prime mover to the land propulsion means.

76. (New) A propulsion system as claimed in claim 75 wherein the marine and land power transmitting means are of the same type.

77. (New) A propulsion system as claimed in claim 75 wherein the land power transmission means is mechanical.

78. (New) A propulsion system as claimed in claim 75 wherein the land power transmitting means is hydraulic.

79. (New) A propulsion system as claimed in claim 78 wherein the hydraulic power transmitting means includes one or more hydraulic pumps for generating hydraulic power.

80. (New) A propulsion system as claimed in claim 75 wherein the land power transmitting means is electric.